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1. Work on the restoration of the Neisse River railroad bridge at Goerlitz is proceeding under Polish direction. The long masonry viaduct consists of about 28 or 30 piers and arches. Two piers and three arches were destroyed during the war, and these are now being rebuilt. The two piers have been raised to the base of the arch abutments. It is planned that the masonry work will be completed by the beginning of 1954 and the completed bridge ready for double-track operation by 1 March 1954. It will then be possible to reach Breslau by two routes from Goerlitz: via Kohlfurt-Liegnitz to Breslau-Main Station; and via Lauban-Hirschberg to Breslau-Freiburger Station. It is reported that a similar viaduct over the Neisse River has been rebuilt by the Polish authorities near Hennersdorf.
2. On the Island of Ruegen, the single-track rail line from Lietzow to Glowe via Sangerh has been partly dismantled. Originally it was intended to extend this line on to Jularsruh-Wiek at the northern end of the island. About four kilometers of rail and ties have now been lifted from the line at Glowe in the direction of Sangerh. These have been taken to the harbor area at Sassnitz where they are needed to restore the ferrying facilities for the Sassnitz-Sweden ferry service. When this service was discontinued in the fall of 1952, unused track was removed from Sassnitz. The recently revived ferry service again requires more track in the docking area.
3. All Reichsbahn district headquarters received instructions to estimate their hard coal requirements for use in hauling heavy freight trains. It is planned to import Silesian hard coal for firing locomotives used for heavy pulls.
4. On 6 and 7 October 1953, a conference of Reichsbahn officials was held in Halle for the purpose of discussing the current transportation situation. Minister of Railways Kommtzmaier expressed general dissatisfaction with progress during 1953 so far and singled out the Berlin, Dresden, Halle and Magdeburg districts as being the worst.

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